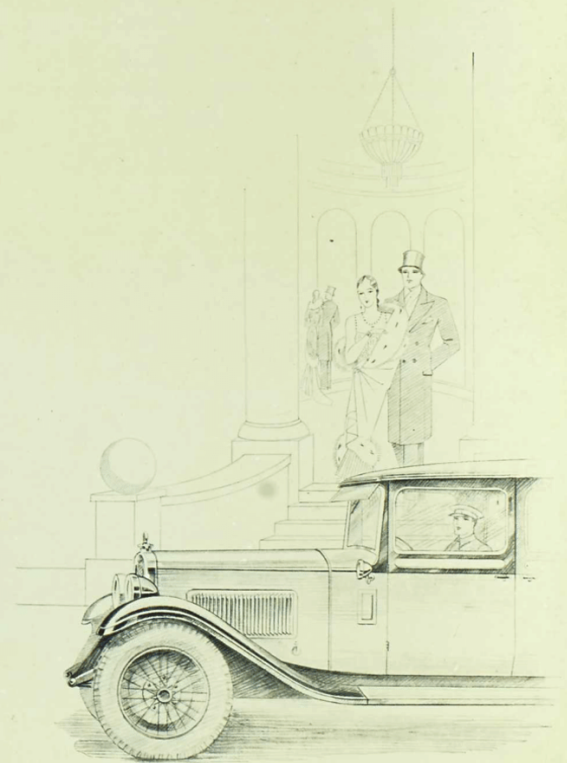


Austin

The Austin Motor Co. Ltd.

Longbridge Works
Birmingham
England



Foreword

"I have given the best part of my life to the motor industry, and my reward lies not so much in the enormous sales which Austin cars now enjoy, as in the knowledge that they have won their way to popularity on sheer engineering merit. Austin cars have been sold on the strength of what they can do and how well they can do it."

SO spoke Sir Herbert Austin in a recently published interview, and the spirit underlying the words is the spirit animating the vast Austin organisation.

The Austin Company presents this catalogue to a world-wide public with the same confidence that has accompanied the issue of every catalogue during the last twenty-five years.

Austin craftsmanship is of that same high order which won public confidence a quarter of a century ago. Austin methods—in moving forward with the march of progress—have not lost one whit of that thoroughness which ensures the soundness of the product.

Scientific direction of factory development, over a long period, has resulted in the creation of a plant so efficient in every detail that Austin quality is not accompanied by a price penalty.

The following pages have reference to Austin models which cover a remarkably wide field.

The cars described differ widely from one another in their characteristics according to the tasks for which they are designed. Austin has endeavoured to cater for every part of the world and also for every section of world communities.

Every motorist or prospective motorist should be able to find just that car which fits in with his or her very special need. Such were the aims of the designers, but so poorly can a catalogue present the fruits of their endeavours that readers should seek an opportunity of applying the "acid test," for to drive an Austin is to be an Austin enthusiast.

Just as the years have added to Austin reputation, so does widening experience add to individual appreciation.

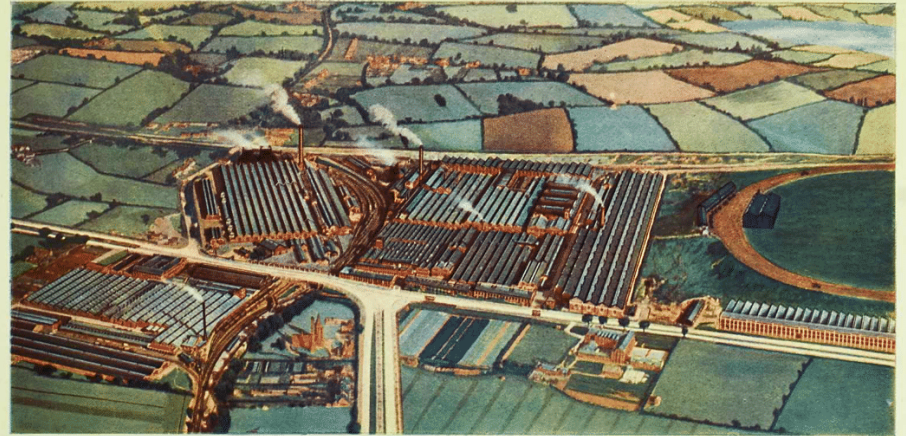
It is in practice that Austin cars are proved.

All Austin models have one quality in common—the quality that establishes the criterion of merit.



A S D E P E N D A B L E A S A N A U S T I N

The HOME of AUSTIN



Longbridge Works

The works, which in twenty-five years have grown from two and a half to two hundred acres, now have an output of nearly sixty thousand cars per annum.

TWENTY-FIVE years ago a factory site of two and a half acres was selected at Longbridge in Worcestershire, and in 1906 the Austin factory, with two hundred and seventy employees, turned out one hundred and twenty cars. It is now the largest in the country and extends to two hundred acres. It gives direct employment to over twelve thousand people and has an output of nearly sixty thousand cars per annum.

Many thousands of people are dependent upon Longbridge activities, apart from those actually engaged at the works, for quite a number of subsidiary industries owe their existence to Longbridge purchases. Material to the amount of a hundred and twenty thousand tons finds its way into the works annually, and over forty-five thousand tons of fuel. Eight goods trains per day are required to feed this giant mouth.

The factory is equipped with the most modern and specialised tools, capable of producing the components of a complete car in the most efficient manner.

At every stage of its progress through the works, the material is subjected to tests of a chemical, scientific and practical nature, in order that the least trace of a flaw may be detected. Following a severe bench test, each car is driven round the testing track and carefully adjusted before delivery.

There is no doubt that the long and satisfactory service which the world has learned to expect from every Austin car is accounted for by a system which ensures that only the best shall find its way into every assembly of finished parts.

This combination of sound basic design, faultless material and highly skilled craftsmanship, cannot fail to result in products of the highest excellence.

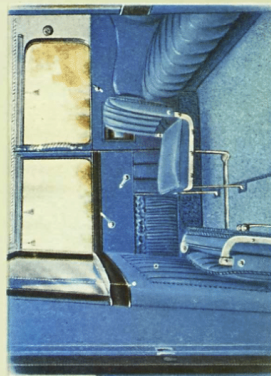


The Aristocratic Twenty "RANELAGH" Limousine or Landulette

ELEGANCE and comfort are qualities not always intimately associated, but in the "Ranelagh" Austin designers have achieved comfort in the highest degree and also retained that aristocratic elegance for which the model is famous. There is ample head room and generous leg room. The chassis has an 11ft. 4in. wheelbase and when it is necessary to bring the occasional seats into operation there is still plenty of room for the seven people who

can be accommodated. The rear seat, upholstered in Vaumol hide or motor cloth, has a hinged arm rest. The adjustable screen behind the driver's seat makes the "Ranelagh" easily adaptable for driving by owner or chauffeur.

THE "CARLTON" is practically a replica of the "Ranelagh," but without dividing screen and has a wheelbase of 10ft. 10in. and seats six persons.

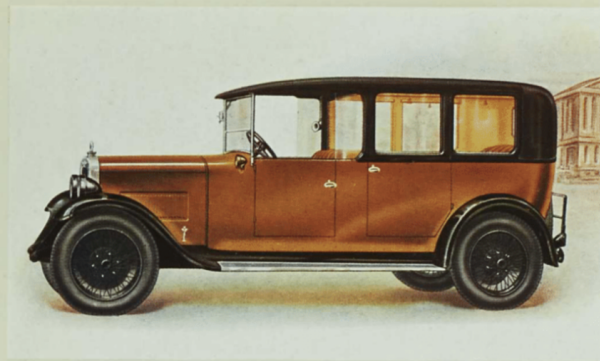


"RANELAGH" INTERIOR

The Austin Twenty—Models

The "Marlborough"

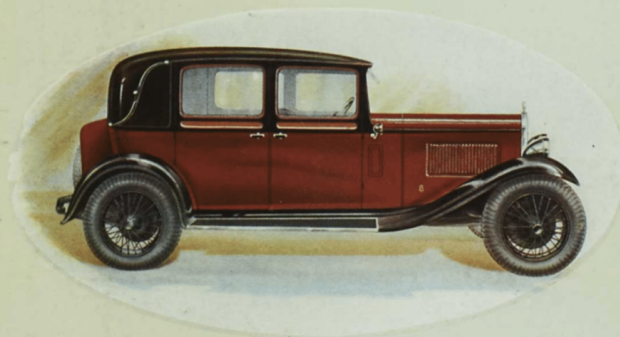
THIS three-quarter Landulette provides generous accommodation for seven persons, with auxiliary seats facing forward. The rear portion of the hood may be lowered when desired. Detachable side curtains are provided for the protection of the driver, and the car is one that lends itself equally well to domestic and station use or to long distance touring.



The "Whitehall"

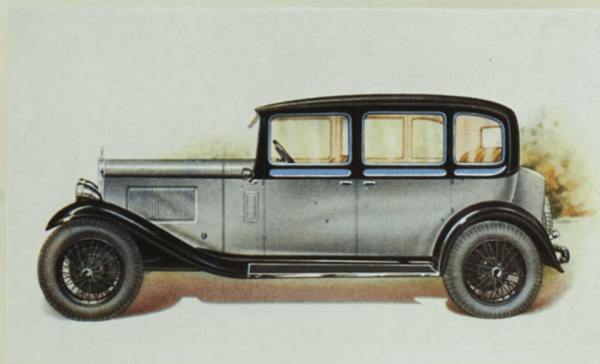
A well proportioned car, having a pleasing exterior—a silent luxurious Saloon with four windows, the full seating capacity of which is for five persons.

Equipped and furnished to ensure the comfort and convenience of the driver and passengers, the upholstery is deep and resilient, there are folding tables and foot rests, and a hinged central arm rest to the back seat. A luggage locker of 7 cubic feet capacity, at the rear of the car, will accommodate two fair-sized suit cases.

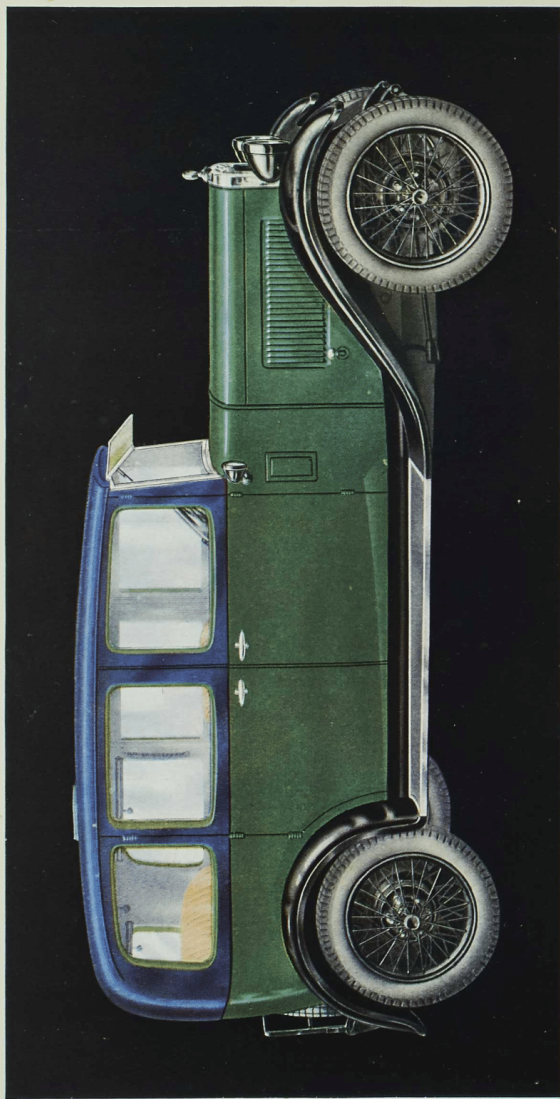


The "Mayfair"

DESIGNED particularly for the owner-driver who requires ample power at his command, this "short coupled" Saloon is similar to the Whitehall, except that there are six windows instead of four. The excellent interior furnishings and fittings are identical in both models. The "Mayfair" is suitable for any occasion in town or country, and is capable of maintaining a high speed for long journeys without noticeable effort.



UPHOLSTERED IN LEATHER, FURNITURE HIDE OR MOQUETTE. FULL EQUIPMENT (Same as Sixteen Models)



The Sixteen Six "BURNHAM" Saloon

THE "BURNHAM" is a striking example of the attention which Austin body designers have paid to comfort.

Personal comfort is a most important matter to motorists, especially those who frequently require to make lengthy journeys. The front seats are separately adjustable, and when seated at the wheel the driver has an unobstructed view of the road ahead. The low-lying appear-



All Sixteen Six Saloon Models have hinged centre arm rest to the rear seat, folding tables fitted into the rear of front seats, and a roof net.

ance of the "Burnham" has been obtained by skilful chassis design instead of by sacrificing passenger headroom and comfort.

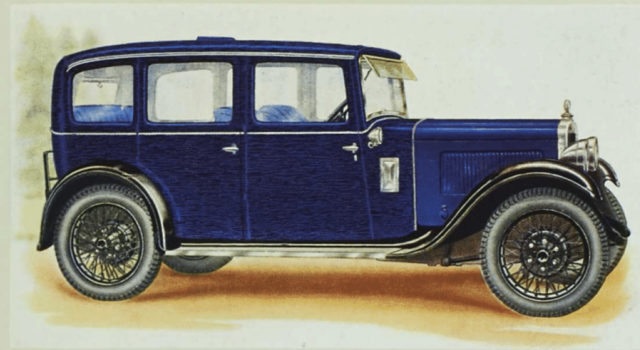
THE "IVER" is the same as the "Burnham" in every respect, except that it is fitted with an adjustable screen, which makes it readily adaptable for use either as an owner or chauffeur-driven car.

The Austin Sixteen—Models

The "Salisbury"

THE fabric body of this handsome saloon is of special Austin construction, and remarkable for its silent running, its hard wearing qualities, for the fact that the coachwork maintains its excellent appearance, and in addition the fabric covering is easily cleaned. The new lines are decidedly pleasing, giving the appearance of graceful length and lowness—whilst the interior accommodation is in no way impaired.

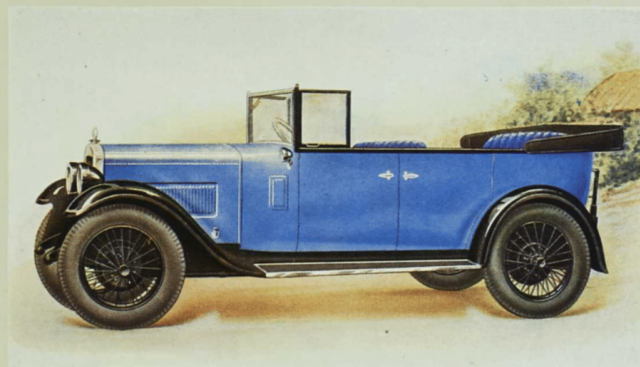
The sloping windscreen and rounded rear quarter-panel are noticeable improvements. This saloon possesses six windows, four of which are adjustable. The central arm rest is movable, and there are folding tables fitted into the rear of the front seats. Foot rests are also provided which fold neatly away when not required. The cushions are deep and comfortable, and there is accommodation for five persons. The front seats are separately and easily adjustable. Upholstery is of very high quality, ensuring long service and good appearance.



The New "Open Road"

THIS latest Austin product is of such excellent design and quality that it affords most of the advantages usually associated with closed cars, whilst at the same time permitting healthful open air travelling when weather conditions are congenial. With the hood and side curtains erected, the interior of the car is completely weatherproof. The hood is easily manipulated, and folds down very neatly at the rear of the car. The side curtains stow away into compartments provided in the doors when not required. From this open model there is an unrestricted view for both driver and passengers—

an advantage that is highly appreciated by touring parties; and on the strong, capacious grid, there is full accommodation for luggage. The "Open Road" will carry five persons in comfort, and separately adjustable front seats ensure that whoever may be called upon to drive will be able to find the most suitable and easy position. The upholstery is deep and restful and the general finish of the car is typical of Austin excellence.

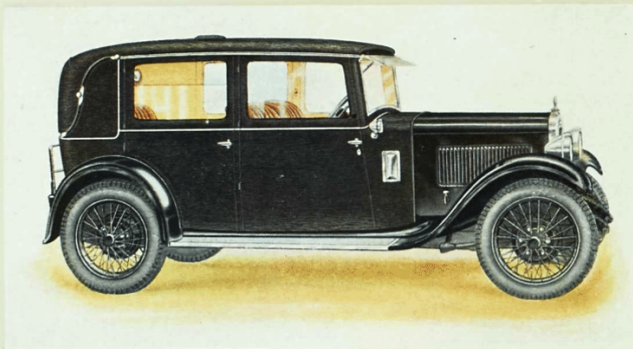


A S D E P E N D A B L E A S A N A U S T I N

The Austin Sixteen—Models

The "Beaconsfield"

THE "Beaconsfield" is a fabric saloon possessing four windows. The design and equipment in every other respect is similar to that of the "Salisbury" six-light fabric saloon. Folding tables and foot rests are standard equipment, and the car comfortably accommodates five persons. The four large windows are readily adjustable, whilst proper air circulation is provided for by scuttle and roof ventilators. The sloping windscreen is of one piece, and hinged at the top to open outwards. The blind of the large rear light is operated from the driver's seat. The front seats of this model are separately adjustable, and can be moved to various positions to suit driver or passenger, and the upholstery is of the highest quality. It is a feature of this, as of all Austin models, that the doors are of generous width to allow for maximum ease of ingress and egress.



The "Harrow"

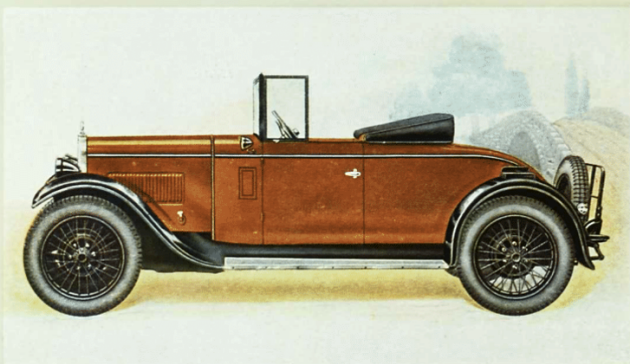
THIS very smart two-seater model is designed for the motorist who travels much alone or with only one passenger, yet, upon occasion, requires more accommodation. The front seat is delightfully comfortable, while the dicky carries two passengers very pleasantly. This rear compartment is commodious, so that a large quantity of luggage, etc., may be carried with ease and in complete protection. The adjustment of the driving seat is so variable that people of practically any stature may obtain comfort at the wheel. The "Harrow" may be likened to a very cosy coupé when hood and side curtains are erected, but these may be stowed neatly away in the doors when not required.

EQUIPMENT.

Upholstered in leather, Vaumol hide or moquette. Equipment includes Biflex dip and switch headlights, roof ventilator, clock, driving mirror, windscreen wiper, electric horn, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.

TRIPLEX GLASS THROUGHOUT.
(Cars for export have plate glass).

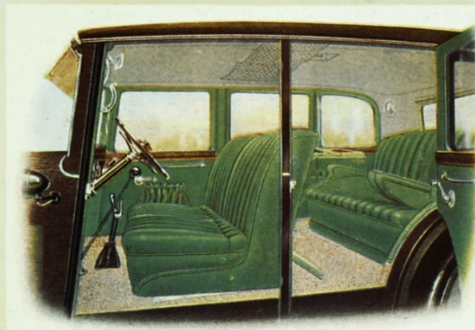


A S D E P E N D A B L E A S A N A U S T I N

The Austin Sixteen Six—Features

ONLY about three years have elapsed since the Austin Sixteen Six was introduced to the public, but in that time it has won widespread popularity.

Designed to withstand the severe overseas conditions, it is not surprising that the Sixteen has gained the confidence of motorists in the homeland as well as abroad. The Sixteen has a top gear speed range of from six to sixty m.p.h., without vibration or labouring, and its remarkable liveliness makes it a delightful car to handle, whether the motorist is upon a long journey or "pottering" along crowded city roads.



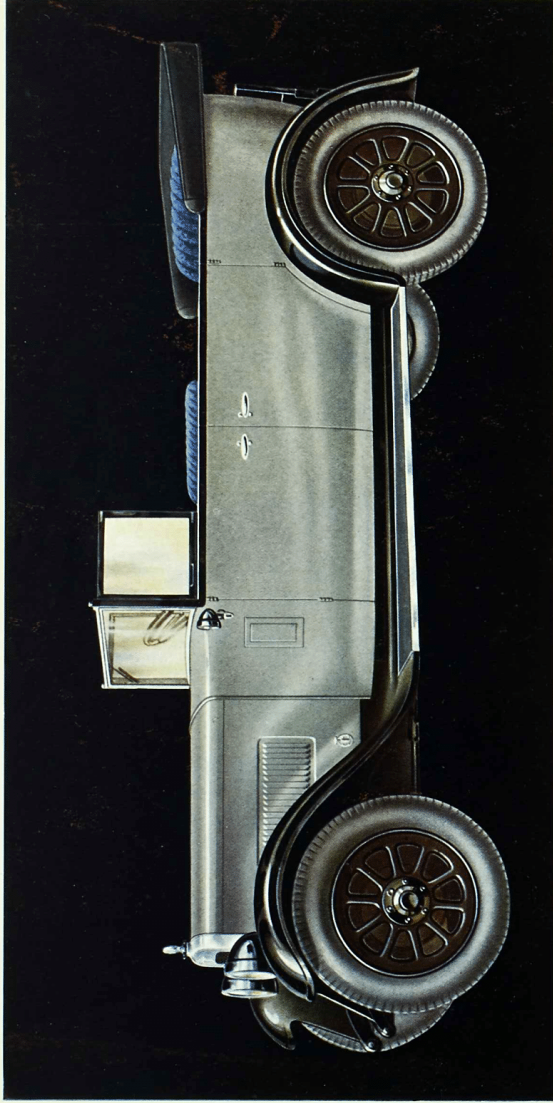
Interior of Sixteen Six Saloon showing centre arm rest, tables and foot rests extended.

It is essentially a top gear car, and under normal conditions the driver need make but little use of the gear lever. Fast speeds are attained very quickly, and the fact that the car holds on to the road without bouncing or rolling engenders a feeling of great security and comfortable ease in both driver and passengers.

Recognizing that the driver should be given every consideration, Austin designers have provided adjustable pedals, a gear control lever of generous length lying closely to the driver's hand, finger tip throttle and ignition control, and the instruments grouped where they can be easily observed. The magnetic dip and switch reflector equipment of the headlamps is controlled by a switch at the top of the steering column. A horn ring, concentric with the steering wheel, which by mere finger pressure at any point gives instant road warning, is a decided boon. "Silentbloc" shackles not only eliminate a number of greasing points, but add to the riding comfort of the long semi-elliptic springs, which, being zinc interleaved, do not require lubrication. Shock absorbers all round are standard equipment. Four wheel brakes are extremely sweet in operation, and easily maintained in correct adjustment. Light pressure upon the pedal serves to give the required braking effect. Austin brakes are such that the owner driver may satisfy himself at any time that his car is under absolute control. Steering is light and silky smooth in action, easily adjustable and all the vital parts of the mechanism are of ample proportions and highest quality material. A petrol tank of 10 gallons capacity is situated at the rear of the chassis, and has a large orifice with filler cap ingeniously secured. Chromium plating and cellulose finish conduce to the car's smart appearance, and are also great labour savers.

The Sixteen Six has been described as the car which takes all the fatigue out of motoring. The light and roomy interior makes travelling a pleasure with driver and passengers alike. In designing the coachwork of Austin saloons, the obstruction to visibility of both driver and passengers by door and window pillars has been reduced to a minimum, so that there is an air of spaciousness and light which is cheerful and pleasant. A special feature of all Austin Saloon models is that, in foggy, frosty weather, when the windscreen may become obscured by a deposit of ice which the wiper will not remove, the front screen may be opened wide enough to allow the driver to obtain as good a view of the road ahead as is possible. Overhead space is there also; ventilation controlled and adaptable to any weather conditions, and every attribute to riding comfort.

All saloon models are available with sliding roof at an extra charge of £10. There is a wide choice of colours and colour schemes.

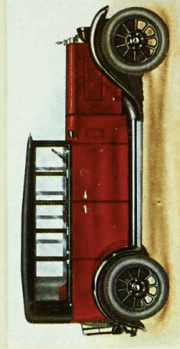


The Austin Twelve NEW "OPEN ROAD" Tourer

THE Austin Twelve has gained many thousands of friends during the years that it has rendered yeoman service to a world-wide public.

Time has brought improvements in appearance and performance, and the car still maintains that reputation for dependability which it has possessed from the beginning of its history. All Austin models are completely equipped.

THE NEW "OPEN ROAD" looks what it is—a powerful, neat, efficient touring car to carry five persons in comfort and with economy. The simple manner in which the thoroughly weatherproof hood and side curtains may be erected or stowed away when not in use is an admirable example of thoughtful design. Both front and rear seats are wide and deep and are attractively upholstered in leather. The front seats are separately adjustable.



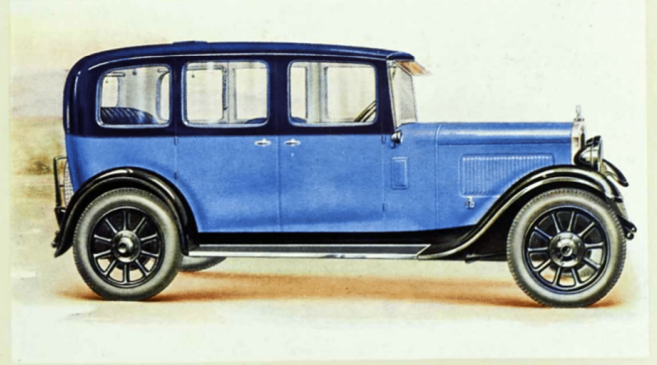
The Austin Twelve—Models

The "Burnham"

AUSTIN carriagework described by the name "Burnham" affords striking demonstration of the fact that British coach-builders and engineers have lost none of the skill for which they gained renown. The connoisseur will examine with pleasure the snug manner in which everything fits. He will admire the manner in which great strength has been obtained in conjunction with lightness, and he will recognise the care that has been taken in matters of ventilation and draught exclusion. He will note that passenger comfort has been a matter of prime consideration and that generous accommodation for five persons has been provided.

The equipment of the "Burnham" is of a character usually only associated with cars in a very much higher price class.

THE "Iver" is similar in construction, except that it has an adjustable screen behind the fixed front seat, so that it is adaptable for use either as an owner- or chauffeur-driven car.

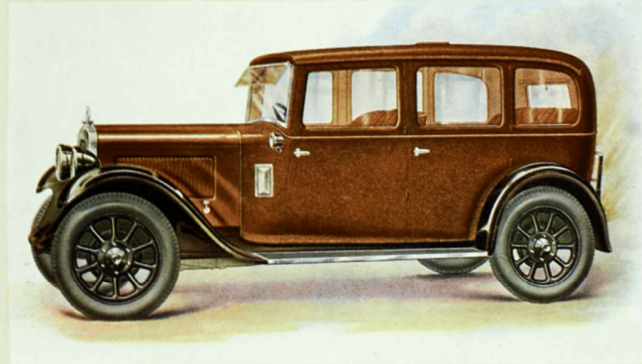


The "Wycombe"

THE popularity of Austin fabric coachwork is largely accounted for by the peculiar fitness of fabric models for town use. The "Wycombe" has been aptly described as the "Comfort Car," for not only is it comfortably equipped, but there is freedom from "drumming," due to the method of combining wood and fabric construction with steel framework. The cushions are deep and the upholstery is of the highest quality, with full seating capacity for five persons. Separately adjustable front seats ensure that both driver and passenger shall travel in complete ease. Particularly noticeable about this

six-window saloon is the light and airy interior. Four of these windows may be opened as required. Although it is Austin practice to build carriages that are delightful to ride in, it is also apparent that the Fabric Saloon possesses very handsome lines and is undoubtedly "good to look at."

The "Marlow" is a similar Fabric Saloon with four windows.

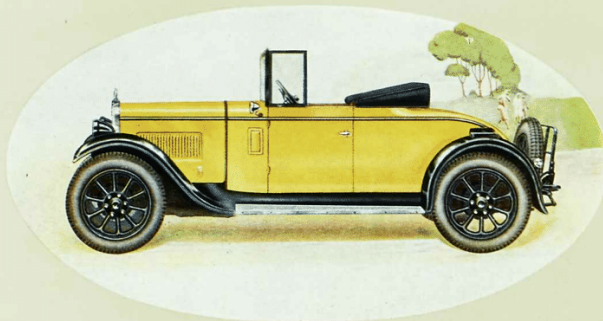


A S D E P E N D A B L E A S A N A U S T I N

The Austin Twelve—Models

The "Eton"

THERE is a charm about a two-seater for the man whose life upon the road does not hold much opportunity for travelling in company. The Twelve "Eton" is so designed that the lone driver suffers none of the discomfort so often associated with a lightly laden car. Balance and roadability are excellent, and the lightness of the carriage-work gives an added "peppiness" to an already lively engine. The front seats are adjustable and the dicky, when required for passenger use, seats two people with ease. Side curtains close up and are carried in the doors when not required, and the neatness of the manner in which the hood folds will appeal to the motorists who appreciate appearances.



The "Watford"

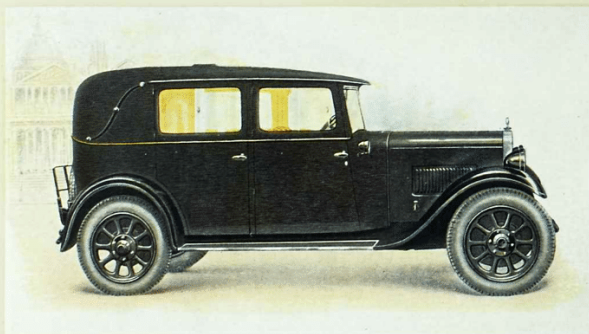
THIS four-window fabric saloon is a smart and serviceable car for the man of moderate means. Although the price is low, the car is one well worthy of Austin reputation for quality of workmanship. The chassis is the same famous "Twelve," and the body, designed on very modern lines, gives ample accommodation for five persons. The black fabric finish has a cream line at the waist. The seats are deep and comfortable and upholstered in the finest wool rep cloth. Leather upholstery can be supplied at extra cost. As in other models, the front seats are separately adjustable and the controls are placed conveniently to the driver's hand.

EQUIPMENT.

Upholstered in leather, furniture hide or moquette (except the "Watford"). Equipment includes dip and switch headlights, roof ventilator, clock, driving mirror, windscreen wiper, electric horn, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.

TRIPLEX GLASS THROUGHOUT.
(Cars for export have plate glass.)

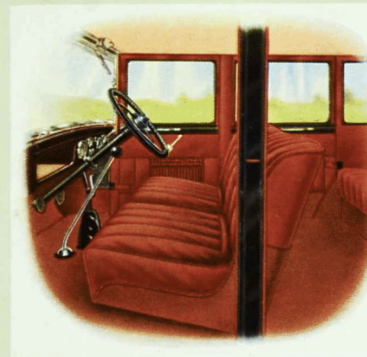


A S D E P E N D A B L E A S A N A U S T I N

The Austin Twelve—Features

THE Austin Twelve has been a good friend to the motoring public for over ten years. It has also been a good friend to the Company, for there is no doubt that the renown gained by this extremely popular model served greatly to enhance Austin reputation for dependability.

The Twelve is definitely an economy car, because not only is first cost low, but maintenance and operation expenses are also particularly light. Moreover, all Austin cars enjoy the distinction of maintaining their second-hand value better than



Interior of Twelve Saloon.

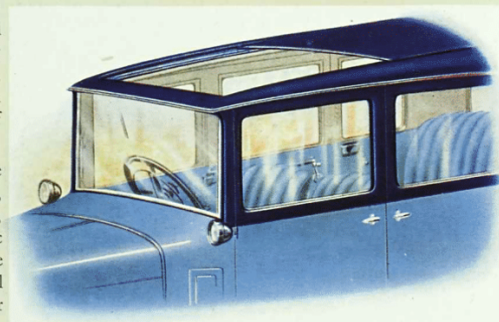
any other car upon the British Market. This is an important consideration, for depreciation is not always the least of motoring expenses. The Twelve was designed to meet the needs of family and business men who require that their motoring should be accomplished strictly within their means. The power to weight ratio is such that the comparatively small horse power does not detract from flexibility. The car is a fast hill climber, and with the ample reserve power provided by the four cylinder engine is capable of maintaining very excellent averages.

Although all Austin Twelve models of to-day are built upon the basis of a well-proved chassis design, the Austin Company has made it a

practice to incorporate every possible improvement immediately such were ascertained to be efficient and desirable. The man who buys a Twelve, however, "Plays Safe" because he knows that every detail of the car has been tested in lengthy and arduous practice.

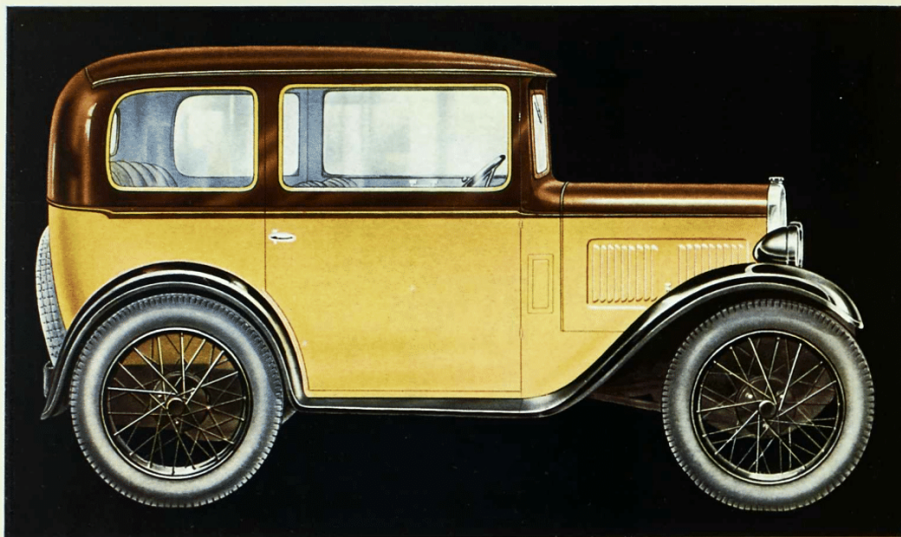
The convenient arrangement of the controls not only adds to the comfort of the driver, but to the maintenance of safety, for upon crowded roads of to-day, it is necessary that the driver should have his mind upon the constantly varying road and traffic conditions, and not be unduly concerned with the actual mechanical operation of the vehicle.

Riding comfort is enhanced by the provision of "Silentbloc" shackles, which do not require lubrication, long springs interleaved with zinc plates, shock absorbers and full size tyres. Every point which will require attention for lubrication or occasional adjustment has been conveniently placed, and is easily accessible.



Sliding roofs are available with all saloon models at an extra charge of £10.

The Austin Seven—Models

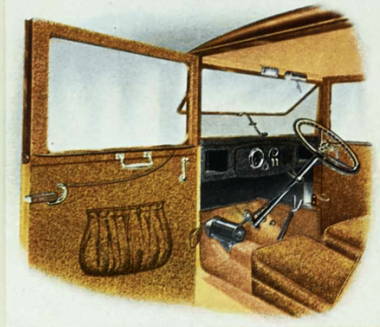


The New Seven Saloon

THE introduction of this new Austin Seven was a great step forward. The definite provision of full seating room for four adults has been accomplished. Additional carrying capacity has been obtained without increasing the weight, and at the same time much more pleasing lines have been given to the car.

The new proportions of the radiator, bonnet and scuttle most certainly improve the appearance of the front of the car, and the moulded belt line running along the bodywork lends grace and adds an impression of length.

The seats have pneumatic upholstery, which is

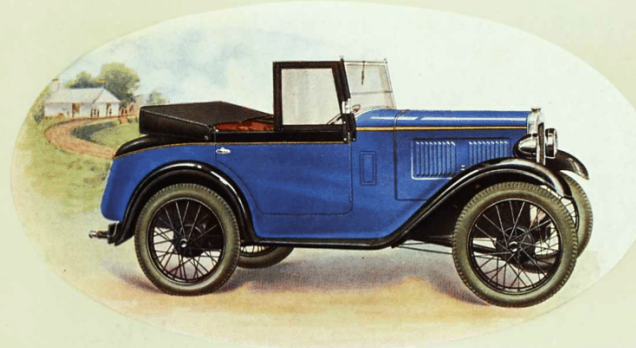


delightfully comfortable. The large windows ensure ample light, and the single-piece windscreen has a simple yet ingenious device which holds it without movement in position when open, and secures it firmly when closed. Wide doors allow the utmost ease of entrance and exit; both front seats tip forward, and thus permit ready access to the rear seat for passengers.

A larger petrol tank, holding 5 gallons of fuel, a two-level tap which provides a gallon reserve of spirit, and an oil pressure dial gauge, are new features, and the car is thoroughly equipped.

This latest Seven will do much to further popularise the world's pioneer "baby" car.

The Austin Seven—Models



The "Two Seater"

A "nippy and natty" little model, with appearance in line with its performance.

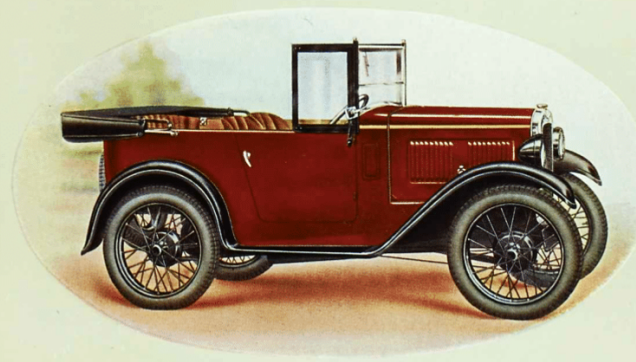
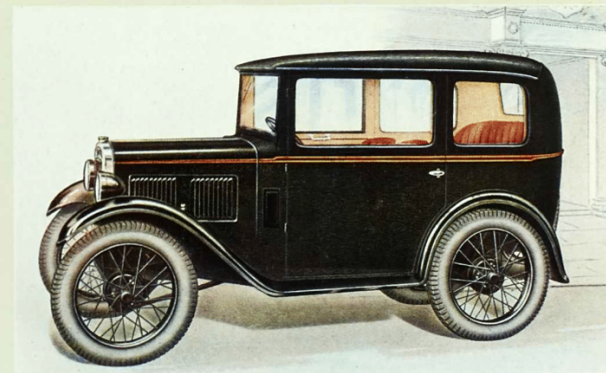
The wide doors give easy access to comfortable seats and the car is both a sporty proposition and a thoroughly comfortable conveyance too. There is ample luggage space, and the spare wheel—included in equipment—is neatly stowed away. The hood and side curtains afford ample protection when in position. The colours and colour schemes are most attractive.

The New "Fabric" Saloon

THIS fabric saloon of special non-drumming construction, with all the elegance of the new lines and the increased roominess of this model is a more dainty carriage than ever.

Visibility is remarkably good, and light and ventilation are excellent.

Both saloons have slightly sloping one-piece windscreens, with a very ingenious device for securing the screen in an open or closed position.



The "Tourer"

HERE is "the little friend of all the world." When the hood and side curtains are erected this model loses none of that smart appearance which distinguishes it when in fine-weather trim.

The well equipped fascia board possesses two small recesses, convenient for gloves, small parcels, etc.

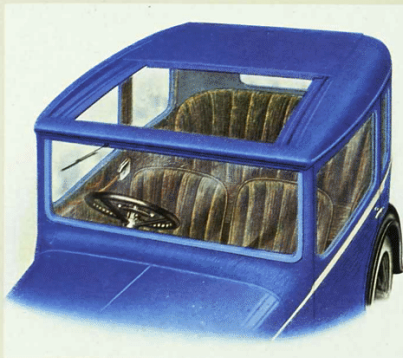
Both the comfortable front bucket seats are adjustable.

The Austin Seven—Features

ALTHOUGH the word "baby" was applied to the Austin Seven by a public that quickly learned to love and admire the pioneer infant automobile, it may lead to some misconception on the part of those not altogether familiar with the car itself.

There is an impression in the minds of some that the Seven is a tiny car and as such only suited to the needs of tiny people. There could be nothing further from the truth, for although the Seven is small in all those things which make for economy and ease of operation, it is nevertheless a vehicle capable of rendering the same kind of service to the same kind of people for whom larger cars are designed, and will convey them with equal facility.

As an example of the car's roominess, four adults can be accommodated in comfort upon the pneumatic upholstery, and there is ample leg room. The front seats are adjustable and the doors of all models are so wide that no one need find difficulty getting in or out. The convenient situation of the controls helps to make driving a sheer delight, whilst even at high speeds the car holds the road in a manner that might well be envied by larger vehicles. The prowess of this little British car in international racing proves beyond any shadow of doubt that it is capable of holding its own in the most distinguished automotive company, and the fact that the workmanship and material have been proved under such strenuous conditions helps to an understanding of the service which the car has been able to give in regular everyday work. There is hardly a part of the world to which the Seven has not penetrated, and wherever it has been called upon to serve, it has succeeded in giving the same satisfaction.



Sliding Roof to Saloon Models £5 extra.



Until quite recently there were some people who contended that the popularity of the "baby" was accounted for by England's peculiar system of horse-power taxation. This does not explain its acceptance by other parts of the world, neither does it offer the trace of a solution to the riddle of its adoption by other great manufacturing nations.

France, Germany and America, are all building Sevens under Austin Licence, and America—that centre of automotive activity—has been thrilled by the performance of the infant prodigy.

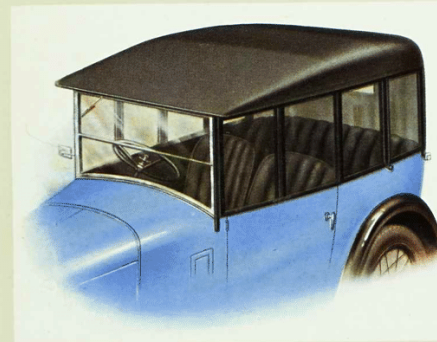
The Austin Seven—Features—continued.

Sir Herbert Austin designed this car out of an ambition to motorise the masses, and his ambition has been realised to an extent that no one considered possible seven years ago.

The whole chassis, which embodies a number of valuable patents, reveals a conception of strength, rigidity and lightness, which is unique.

Some points which demonstrate the high character of the motor engineering which produced the Austin Seven are worthy of attention.

The triangular form of the chassis frame gives three-point suspension of the engine unit and the body of the car.



The transverse front spring, connected at its centre with the frame, permits ample riding movement of the wheels over rough road surfaces.

The propeller shaft is in two parts, the rear portion enclosed in a torque tube, which is universally mounted at its front end on the rear cross member.

The four-cylinder monobloc engine has ample water cooling jackets, these, combined with the radiator and fan, keep the engine temperature down even in the Tropics.

The crankshaft is a sturdy one, running on roller bearings, balanced statically and dynamically.

All moving parts, such as pistons, connecting rods, etc., are balanced to a fine point.

Long shock absorbers assist the springs to give riding comfort.

The wheels are easily detachable, and the brakes simple and powerful.

All adjustments are easily accomplished.

Valves, tappets, carburettor, ignition, oiling points, etc., are easy of access and attention by reason of their convenient situation.

A long change-speed lever, light action clutch and brake pedals, a starter switch near the driver's left hand, easy and light steering, by wheel of large diameter, with gas and ignition controls and a button for the electric horn on the centre of the steering wheel, are some of the features which have earned the Seven its prominent place in the motoring world.

Completely equipped, including electric starting and lighting, air strangler, electric horn, speedometer, driving mirror, windscreen wiper, licence holder, shock absorbers, spare wheel and tyre, and blank number plates.

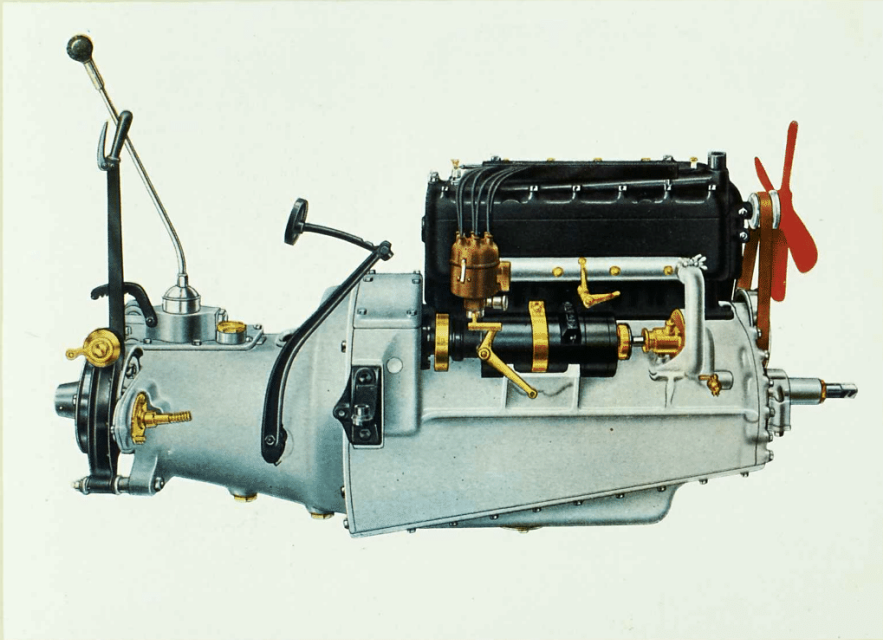
ALL EXTERIOR FITTINGS CHROMIUM PLATED.

TRIPLEX GLASS THROUGHOUT.

(Cars for export have plate glass.)



The Austin Sixteen Six Engine



THIS Light Six Engine possesses a great many of the characteristics which have made Austin engines so successful over a period of twenty-five years.

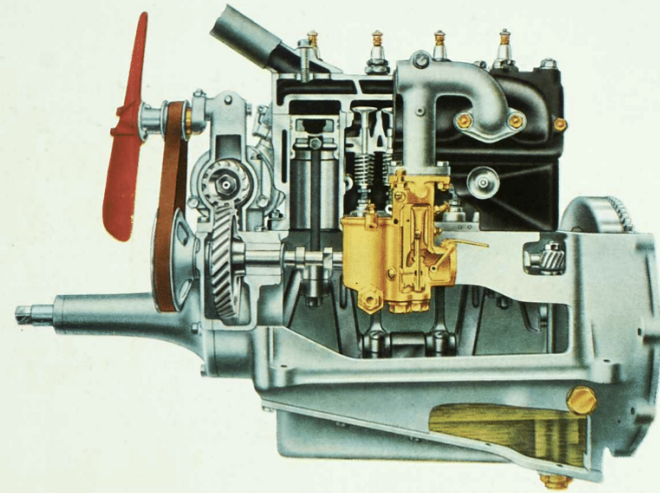
A quarter of a century's manufacturing experience which has taught many useful lessons, coupled with the application of the knowledge gained by world-wide testing and use, has resulted in the production of a light six that is admitted to be a triumph of British engineering.

A sturdy crankshaft, most carefully balanced and carried upon eight main bearings, and fitted with a torsional damper at the forward end, ensures sweet running and freedom from vibration.

The specially strengthened aluminium crankcase is supported on the chassis at three points, which arrangement permits chassis flexibility, so that every working part is operating easily and safely, even though the car be travelling over bad road surfaces. The camshaft, dynamo and water pump drive is situated at the rear of the engine and operated by a silent chain.

Accessibility is important, not only to the owner driver who does his own work, but to the motorist who pays for it to be done. Faulty design in this respect means a lot of hard work and inconvenience. The illustration will help to explain why engineers have described the Sixteen engine as the "cleanest" design on the market.

The Austin Seven Engine



THE Austin Seven Engine is a "high efficiency" power unit designed to give the maximum output for the minimum consumption of fuel, it generates 10.5 b.h.p. at 2,400 r.p.m., and a gallon of petrol will suffice for 40 to 45 miles.

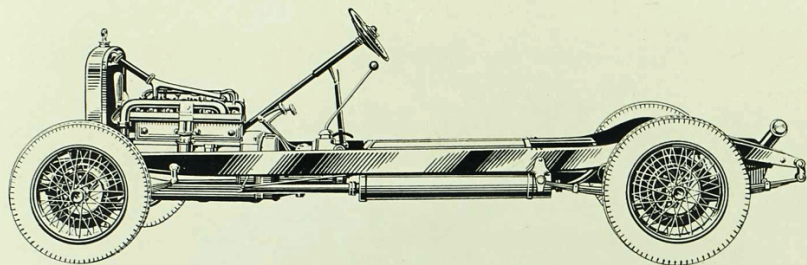
The sturdy crankshaft, of specially selected alloy steel, is carried on two roller bearings. It is carefully tested on balancing machines before being passed for engine assembly. The lightness of reciprocating parts is a feature of an engine remarkable for swift acceleration.

The engine unit is exceedingly compact without sacrifice of accessibility to any components which may require those "little attentions" which mean so much in prolonging the life and sweet running of the engine.

The cooling system of the Seven is adequate for any task and any climate. The water passages in the monobloc are of generous dimensions, and the fan-cooled radiator has a capacity of one and a quarter gallons.

Proper lubrication of a small high efficiency engine is of the first importance, and is well provided for in the Austin Seven engine design. The reservoir holds about half a gallon, and is easily removed for cleaning purposes. Oil is circulated by means of a gear driven pump which forces oil to the crankshaft, whilst other parts receive lubrication from an oily mist.

The Seven engine has definitely the smallest consumption of oil per thousand miles.



The AUSTIN TWENTY 6-Cylinder

GENERAL DIMENSIONS.

Wheel base	-	-	-	10ft. 10in. (3,302 mm.)
	-	-	-	11ft. 4in. (3,454 mm.)
Track	-	-	-	4ft. 8in. (1,422 mm.)
Road clearance	-	-	-	9in. (229 mm.)
Turning circle, 10ft. 10in.	-	-	-	53ft. (16,154 mm.)
	-	-	-	11ft. 4in. - 55ft. (16,763 mm.)

ENGINE.

6-cylinder monobloc; bore 3½ in. (79.5 mm.); stroke 4½ in. (114.5 mm.). Total capacity 3,400 c.c.; R.A.C. rating, 23.5 h.p.; b.h.p. at 2,000 r.p.m., 49. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. The pistons are of aluminium.

THE PETROL TANK AND FILLER.

The tank has a capacity of 16 gallons (72 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By fan and pump.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four

speeds forward, and reverse. The ratios of engine to road wheels are; 1st speed, 20 to 1; 2nd speed, 11.5 to 1; 3rd speed, 7.3 to 1; top speed, 4.67 to 1. Gear changes are effected by a lever mounted centrally. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

The brake operating mechanism has been improved and strengthened. Four wheel brakes are fitted in addition to that on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes are easily adjusted.

STEERING.

A new patented roller worm wheel makes the steering remarkably light and easy. Over the steering wheel are the improved gas and ignition levers and the dip and switch control. Under the wheel is the ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

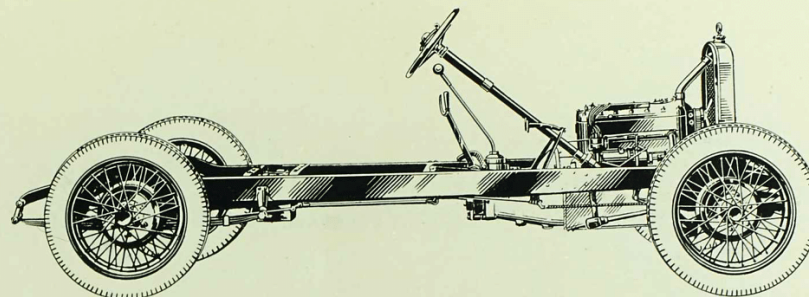
WHEELS AND TYRES.

Wire wheels, with Dunlop cord tyres.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board. "Biflex" magnetically operated dip and switch headlamps; carburettor air strangler, air cleaner, clock, electric horn, speedometer, motometer, spare wheel and tyre. The tools are securely and neatly stowed in special compartments.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN SIXTEEN 6-Cylinder

GENERAL DIMENSIONS.

Wheel base	-	-	-	9ft. 4in. (2,844 mm.)
Track	-	-	-	4ft. 8in. (1,422 mm.)
Road clearance	-	-	-	7½ in. (191 mm.)
On Export models	-	-	-	8½ in. (216 mm.)
Turning circle	-	-	-	42ft. (12,801 mm.)

ENGINE.

6-cylinder monobloc; bore 2.58 in. (65.5 mm.); stroke 4.375 in. (111 mm.). Total capacity 2,249 c.c.; R.A.C. rating, 15.9 h.p.; b.h.p. at 2,400 r.p.m., 36. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. Pistons are of aluminium.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By fan and pump.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward and reverse. The ratios of engine to road

wheels are: 1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5.12 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

The brake operating mechanism has been improved and strengthened. Four wheel brakes are fitted in addition to that on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the improved gas and ignition levers and the dip and switch control. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

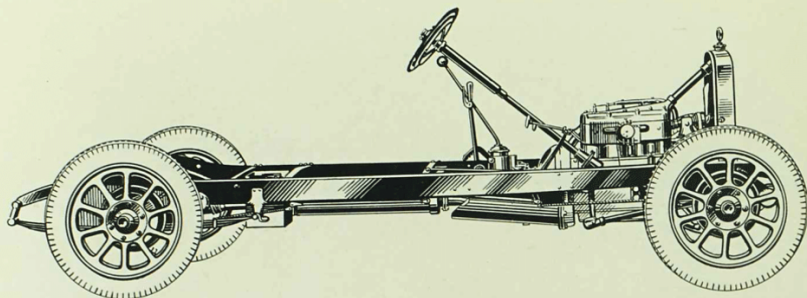
WHEELS AND TYRES.

Wire wheels, with Dunlop cord 30 × 5.00 (5.00-20) tyres.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board. "Biflex" magnetically operated dip and switch headlamps; carburettor air strangler, air cleaner, clock, speedometer, motometer, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in special compartments.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN TWELVE

GENERAL DIMENSIONS.

Wheel base	-	-	-	9ft. 4in. (2,844 mm.)
Track	-	-	-	4ft. 8in. (1,422 mm.)
Road clearance	-	-	-	8in. (203 mm.)
On Export models	-	-	-	9in. (229 mm.)
Turning circle	-	-	-	42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore $2\frac{1}{8}$ in. (72 mm.); stroke $4\frac{1}{2}$ in. (114.5 mm.). Total capacity, 1861 c.c.; R.A.C. rating, 12.8 h.p.; b.h.p. at 2,000 r.p.m., 27. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. Pistons are of aluminium.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By magneto.

COOLING.

By fan and pump.

LUBRICATION.

Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward and reverse. The ratios of engine to road

wheels are: 1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5-12 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

The brake operating mechanism has been improved and strengthened. Four wheel brakes are fitted in addition to that on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition levers of improved design. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

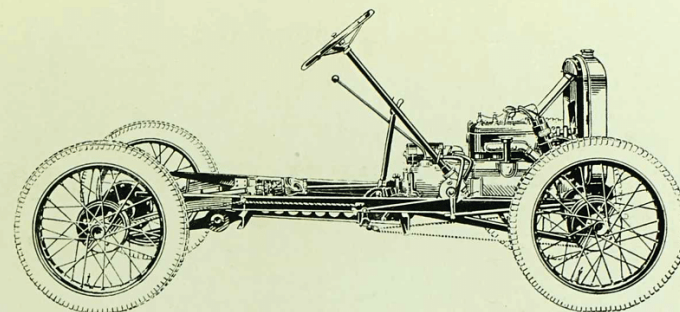
WHEELS AND TYRES.

Steel spoke wheels, with Dunlop cord 30in. x 5-00in. (5-00-20) tyres.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps; carburettor air strangler, air cleaner, clock, speedometer, motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in special compartments.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN SEVEN 4-Cylinder

The design of this chassis is covered by many important patents.

GENERAL DIMENSIONS.

Wheel base	-	-	-	6ft. 3in. (1,905 mm.)
Track	-	-	-	3ft. 4in. (1,016 mm.)
Road clearance	-	-	-	8 $\frac{1}{2}$ in. (222 mm.)
Turning circle	-	-	-	33ft. (10,058 mm.)

ENGINE.

4-cylinder, water-cooled, detachable head; bore 2.2in. (56 mm.); stroke, 3in. (76 mm.). Total capacity, 747.5 c.c.; R.A.C. rating, 7.8; b.h.p. 10.5 at 2,400 r.p.m. The larger crankshaft has roller bearings. The pistons are of aluminium.

FUEL SUPPLY.

By gravity from 5 gallon tank (22 litres). A two level tap ensures a reserve supply in the tank.

IGNITION.

By coil and battery.

COOLING.

Radiator and fan.

LUBRICATION.

Engine lubrication is by means of a vane pump. Chassis lubrication is by grease gun.

TRANSMISSION.

The power is transmitted by means of a single plate clutch, which is very light in operation. The ratios of engine to road wheels are: 1st speed, 16 to 1; 2nd speed, 9 to 1; top,

4.9 to 1; reverse, 21 to 1. Gear changes are easily effected by a lever mounted centrally and convenient to the driver's hand. Final drive is by helical bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES.

The brake drums are of ample dimensions, and the brakes are now applied to all four wheels by either the hand lever or pedal. Adjustments are readily carried out and all parts are accessible.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition control levers, and horn switch.

SUSPENSION.

Semi-elliptic cross spring in front; those at the rear are quarter-elliptic. Shock absorbers front and rear.

TYRES.

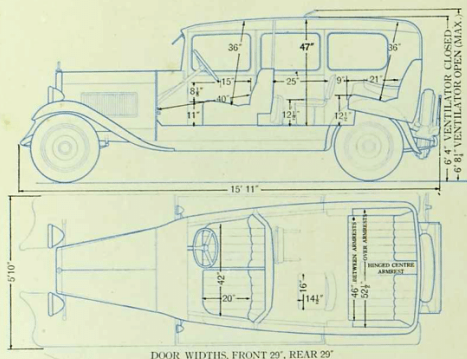
Tyres are 26 x 3.50in. (3.50-19) Dunlop Cord Reinforced Balloon, and the wheels are of special wire type.

EQUIPMENT.

6 volt electric starting and lighting, hand starter switch, carburettor air strangler, dial oil pressure gauge, spare wheel and tyre, electric horn, speedometer, driving mirror, blank number plates.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.

Some Dimensions

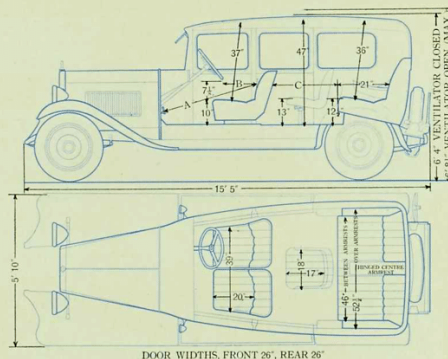


Twenty "Ranelagh"

11ft. 4in. wheel base.

Seating Seven Persons.

Full car length, with
luggage carrier folded 15ft. 11in. (4849 mm.)
Full car width - 5ft. 10in. (1777 mm.)



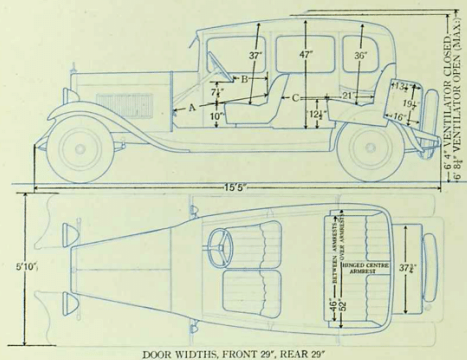
Twenty "Carlton"

10ft. 10in. wheel base.

Seating Six Persons.

Full car length, with
luggage carrier folded 15ft. 5in. (4700 mm.)
Full car width - 5ft. 10in. (1777 mm.)

A	39 in. minimum	46 in. maximum
B	13 in. "	20 in. "
C	26 in. "	33 in. "



Twenty Mayfair and Whitehall Saloons

10ft. 10in. wheel base.

Seating Five Persons.

Full car length - 15ft. 5in. (4700 mm.)
Full car width - 5ft. 10in. (1777 mm.)

A	39 in. minimum	46 in. maximum
B	13 in. "	20 in. "
C	14 in. "	21 in. "

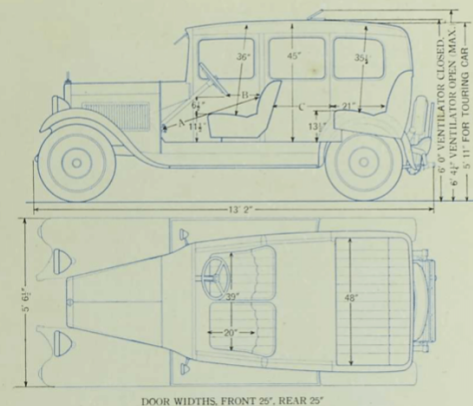
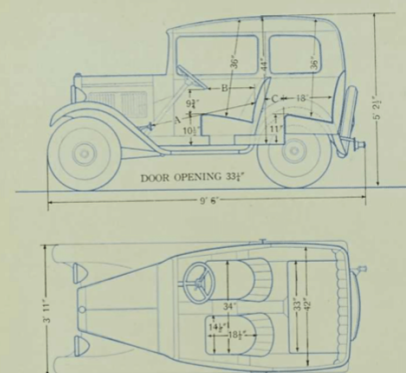
Some Dimensions

Sixteen and Twelve Models

Seating Five Persons.

Full car length, with
luggage carrier folded 13ft. 2in. (4018 mm.)
Full car width - 5ft. 6 1/2 in. (1690 mm.)

A	39 in. minimum	46 in. maximum
B	13 in. "	20 in. "
C	13 in. "	20 in. "

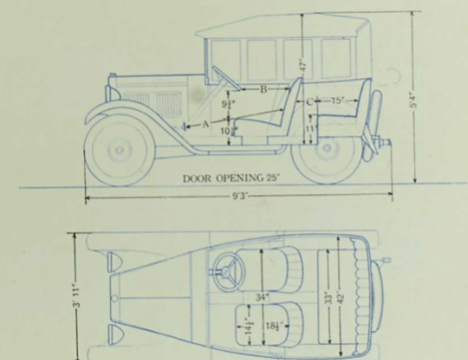


Seven Saloon

Seating Four Persons.

Full car length - 9ft. 6in. (2896 mm.)
Full car width
(over door handles) 4ft. 2in. (1270 mm.)

A	38 5/8 in. minimum	42 in. maximum
B	15 1/8 in. "	18 1/2 in. "
C	6 in. "	9 3/8 in. "



Seven "Tourer"

Seating Four Persons.

Full car length - 9ft. 3in. (2821 mm.)
Full car width
(over door handles) 4ft. 0in. (1220 mm.)

A	38 5/8 in. minimum	42 in. maximum
B	15 1/8 in. "	18 1/2 in. "
C	6 in. "	9 3/8 in. "

Manufacturer's Warranty

THE goods manufactured by the Company and specified in this catalogue shall be accepted by the purchaser subject to the conditions hereinafter mentioned and subject to the following express warranty, which excludes all warranties, conditions and liabilities whatsoever, whether statutory or otherwise, which might exist against the Company but for this provision, viz:—In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's works, carriage paid, within twelve months after delivery, the Company undertakes to examine same, and should any fault, due to defective material or workmanship, be found on examination by the Company, it will repair the defective part or supply, free of charge, a new part in place thereof.

The Company's responsibility is limited to the terms of this guarantee and it shall not be answerable for any contingent or resulting liability or loss arising through any defects. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods, which have been altered after leaving the Company's works, or which have been let out on hire, or the identification numbers or marks on which have been altered or removed. The Company accepts no responsibility for tyres, speedometers or the electrical equipment or other goods (including coachwork) not of its own manufacture.

The Austin Motor Co. Ltd. issues no warranty of the goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the

despatch to the purchaser, without charge except for transportation, of the part or parts, whether new or repaired, in exchange for those acknowledged by the Company to be defective.

The purchaser shall, if required at the time of the purchase, personally sign the form supplied by the Company, and register his name, address, date of purchase, number of car and name and address of seller with the Company, and shall obtain from the Company a signed copy of this warranty, and shall produce same to the Company's representative for inspection in case of any claim being made. This warranty shall not be assigned or transferred to anyone unless the Manufacturer's consent in writing has first been obtained.

The purchaser shall send to the Company's works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the purchaser, and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the purchaser, and with the number of the vehicle from which the said part or parts were taken. The purchaser shall post to the Company at its works, on or before despatch of such part or parts alleged to be defective, a full and complete description of the claim and the reasons therefor.

The judgment of the Austin Motor Co. Ltd. in all cases of claims shall be final and conclusive, and purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision, the part or parts submitted may be scrapped or returned carriage forward by the Company.

Terms of Business

TERMS OF BUSINESS.—The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, which shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works, Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATIONS IN DESIGNS AND EQUIPMENT.—The Company reserves the right on the sale of any car to make, before delivery, without notice, any alteration to, or departure from, the specification, designs or equipment detailed in this catalogue.

Triplex glass will be generally fitted, but the Company, if supplies are not available, will substitute other approved laminated glass.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.

Schedule of Prices

TRIPLEX GLASS THROUGHOUT

CHROMIUM PLATED EXTERIOR FITTINGS

AUSTIN TWENTY 6 Cylinder

CHASSIS - - - -	£375 0 0	MAYFAIR Saloon (6-Window)	£530 0 0
OPEN ROAD 7-Seater - -	£500 0 0	WHITEHALL Saloon	
MARLBOROUGH Landaulet	£525 0 0	(4-Window) - - -	£530 0 0
CARLTON Saloon - - -	£525 0 0*	RANELAGH (with division)	£575 0 0

*SLIDING SUNSHINE ROOF, £10 Extra.

AUSTIN SIXTEEN Light Six

CHASSIS - - - -	£235 0 0	SALISBURY FABRIC Saloon	
HARROW TWO-SEATER -	£310 0 0	(6-Window) - - -	£335 0 0*
NEW OPEN ROAD 5-Seater	£310 0 0	BURNHAM Saloon - -	£335 0 0*
BEACONSFIELD FABRIC		IVER Saloon (with division)	£345 0 0
Saloon (4-Window) - -	£335 0 0*		

*SLIDING SUNSHINE ROOF, £10 Extra.

AUSTIN TWELVE 4 Cylinder

CHASSIS - - - -	£185 0 0	MARLOW FABRIC Saloon	
ETON TWO-SEATER - -	£275 0 0	(4-Window) - - -	£299 0 0*
NEW OPEN ROAD 5-Seater	£275 0 0	WYCOMBE FABRIC Saloon	
WATFORD FABRIC Saloon		(6-Window) - - -	£299 0 0*
(4-Window) - - -	£275 0 0*	BURNHAM Saloon - -	£299 0 0*
		IVER Saloon (with division)	£309 0 0

*SLIDING SUNSHINE ROOF, £10 Extra.

AUSTIN SEVEN 4 Cylinder

CHASSIS - - - -	£94 10 0	SALOON - - - -	£130 0 0*
TWO-SEATER - - -	£122 10 0	FABRIC Saloon - - -	£130 0 0*
TOURING CAR - - -	£122 10 0		

*SLIDING SUNSHINE ROOF, £5 Extra.

Prices are at Works

These Prices refer to "Standard Colours" only, as set forth in leaflet "Colours and Upholstery," which is obtainable from any Austin Dealer.

The Austin Motor Company Limited

Longbridge, Birmingham

Telephones : CENTRAL 4140-4143 AND PRIORY 2101-2116.
Telegrams : " SPEEDILY, NORTHFIELD."
Code : BENTLEY'S.

479-483, Oxford Street, London, W.1
(NEAR MARBLE ARCH)

Telegrams : "AUSTINETTE, LONDON."
Telephone : MAYFAIR 7620-7639.

AND AT

Holland Park Hall, Holland Park Avenue, London, W.11



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and cancels all previous General Catalogues.

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